

Lincoln Celebrates a Successful Year

By MC3 JAMES EVANS

Penny Press staff

USS Abraham Lincoln (CVN 72) spent almost half of 2006 underway, either on deployment or conducting training. But for the sailors onboard, it was all in a year's work.

Lincoln kicked off the year with a short cruise in January as part of its final surge training cycle. During 22 days of operations off the coast of California, Lincoln's Sailors worked round the clock to meet the demands of a Board of Inspection and Survey (INSURV) inspection and to prepare the ship ready for the upcoming deployment. Lincoln achieved high marks for INSURV thanks to the concerted efforts of the entire crew and returned to Everett for one last month of preparations before heading to sea again.

On February 27, Lincoln's crew assembled on the flight deck in their dress blues under cloudy skies and chilly temperatures to bid farewell to Everett, Wash. as the ship got underway for a scheduled Western Pacific Deployment (WESTPAC). After a quick stop in San Diego Ca. to take on personnel from Carrier Air Wing Two, Lincoln and Carrier Strike Group Nine embarked for over a month of operations spanning the width of the Pacific Ocean.

During this time, Lincoln participated in a Passing Exercise with the Japanese Maritime Self-Defense Force and Operation Foal Eagle 2006, a readiness exercise with the Republic of Korea. Both of these evolutions served to strengthen U.S. relations with allied nations while improving military readiness and



Photo By MC3 James Evans

Sailors manned the rails as USS Abraham Lincoln (CVN-72) arrived in Hong Kong Harbor in the spring of 2006. Lincoln and Carrier Air Wing 2 visited Hong Kong for a scheduled port call.

interoperability.

After 35 days at sea, Lincoln's Sailors finally set foot on dry land as the ship anchored in Hong Kong Harbor for four days of liberty in one of Asia's most beautiful cities. As part of their time off, many Sailors took part in community service projects for charities like the Salvation Army and the Banayihan Trust, tours, and a fun run with the Hash House Harriers.

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Rolling Air Frame Boosts Abe's Defenses

By MC3 JAMES EVANS

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USS Abraham Lincoln's (CVN 72) self defense systems are receiving a big upgrade during Dry-dock Planned Incremental Availability (DPIA) 2006 at Puget Sound Naval Shipyard with the addition of the Rolling Airframe Missile (RAM)

System.

Combat Systems Department's CS-7 Division and civilian contractors from Raytheon and American Systems Engineering Corporation (AMSEC) have been putting in long hours installing the Navy's newest ship self defense weapon which will supplement Lincoln's existing defensive capabilities.

According to Lt. Nichol Schine, Lincoln's fire control officer, work on the project began in August before Lincoln left its homeport of Everett, Wash. to begin the availability. Since that time, contractors have been working up to three shifts a day to complete the project on schedule

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so that full-scale tests can be conducted early next year.

"This is a huge install. We started in August removing the previous systems and the teams from Raytheon and AMSEC have been working hard throughout the availability to get us to the point where we're almost ready to begin testing," Schine said.

Chief Fire Controlman (SW/AW) Michael Betz, who supervised much of the work on the port side RAM mount, was proud to see the system going in as planned and with few major difficulties.

"I've seen it come full circle, from an old CIWS space to a trashed-out work site, to a nice, new weapons system getting ready to come on line," Betz said.

According to the U.S. Navy fact file, the RIM-116 Rolling Airframe Missile is a lightweight, quick-reaction, fire-and-forget missile designed to destroy anti-ship missiles and asymmetric air and surface threats. It was developed as a joint program between the U.S. and German governments.

RAM makes use of existing technologies to form an added layer of protection from airborne threats to U.S. warships.

According to Chief Fire Controlman (SW) Richard Martinez, CS-7's leading chief petty officer, RAM is essentially an AIM-9 short range air-to-air missile mated with a Stinger surface-to-air missile's guidance system which allows it to home in on the heat signatures of incoming anti-ship missiles and aircraft.

"The Navy is trying to get away from always re-inventing the wheel when it comes to weapons. This is an example of using existing technologies in a new way that saves money while improving our defensive capabilities," Martinez said.

The two launchers being installed onboard will replace one CIWS mount and one NATO Sea Sparrow mount and supplement the two CIWS and two NATO Sea Sparrow launchers that remain. Together, the three weapons systems will form a medium, short,



Photo By MC3 James Evans

Chief Fire Controlman (SW/AW) Michael Betz of CS-7 Division stands in front of the Nimitz-class aircraft carrier USS Abraham Lincoln's (CVN-72) new port side Rolling Airframe Missile mount.

and close range sphere of protection around Lincoln.

Martinez said that in addition to the lower cost of using existing technology, RAM also reduces the number of personnel required to operate the ship's defensive weapons. Lincoln's NATO Sea Sparrow missile system requires up to 16 people to operate and the 20mm Close-in Weapons System (CIWS) requires seven personnel per mount.

By contrast, the two RAM systems being installed need a total of only three personnel to successfully engage targets because unlike the other systems, the missile does not need to track a target with radar prior to launch. The system is also less maintenance intensive and easier to reload.

USS Abraham Lincoln is currently completing its scheduled time in dry dock at Puget Sound Naval Shipyard after four months of repairs, refurbishments, and upgrades.



Had a drink? Get a ride!
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Jan. 2, 1969

Operation Barrier Reef began in Mekong Delta, Vietnam.

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News

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After Hong Kong, Lincoln was underway for less than a week before mooring at Laemb Chebang, Thailand, becoming the first large deck Navy ship ever to do so. Nearby Pattaya City quickly became the liberty destination of choice for many Lincoln sailors who enjoyed the city's bustling night life and friendly people.

Singapore was the ship's next stop after another week at sea and Lincoln's crew went out of their way to leave a positive impression on the citizens of the "Lion City" by participating in community service projects and Morale Welfare and Recreation (MWR) tours.

Following three port calls with short intervals, Lincoln spent much of the month of May at sea conducting flight operations in the Pacific. While underway, the crew welcomed aboard a new executive officer, Captain (Select) Thomas Nosenzo, who relieved Captain D.A. Lausman May 15.

Lincoln's final foreign port visit of WESTPAC 2006 was Sasebo, Japan. Here sailors were greeted by Japanese hospitality, historical sights, and lots of shopping. Command sponsored tours included a trip to see a Japanese baseball game and a visit to the site of the atomic bomb detonation at Nagasaki.

After four days in the Land Of the Rising Sun, Lincoln weighed anchor again for another month at sea.

On June 15, an ancient maritime tradition was held onboard to celebrate the ship's crossing of the equator a month

before. Jolly Rogers flew from the mast and thousands of slimy pollywogs who had never stood before King Neptune were forced to pay their dues in a memorable Crossing the Line ceremony held amidst hundreds of gallons of green seawater on the flight deck and in the hangar bay.

Following the celebration, the work tempo quickly ramped up as Lincoln participated in the massive joint forces exercise Valiant Shield 2006.

Operations kicked off with a massive Photo Exercise in which three strike groups sailed together as elements of their air wings flew in formation overhead with participating U.S. Air Force jets and a B-2 stealth bomber for a memorable photograph seen in publications around the world. Five days of exercises in the Guam operating area followed, demonstrating superb command and control coordination between the strike groups and fellow services.

June 30, Lincoln returned to American soil, mooring at Pearl Harbor, Hawaii for four days of fun in the sun over Fourth of July weekend and preparation for the annual Rim of the Pacific (RIMPAC) exercise. Thirty five ships from eight nations participated in RIMPAC 2006, which took place July 5-26 off the coast of Hawaii and served to increase the tactical proficiency of participating units in combined operations at sea.

Upon return to Pearl Harbor, the crew had a few more days of liberty before taking aboard friends and family for the first of two Tiger cruises as Lincoln

entered the home stretch of its 2006 deployment.

August 4, Lincoln arrived in San Diego, where Carrier Air Wing 2 disembarked and the crew knew home was only a few short day's of sailing away.

With a new group of Tigers aboard, Lincoln headed north, arriving at Naval Station Everett August 8, after five and a half months of operations in the Western Pacific operating area. Friends and family crowded the pier to welcome home their Sailors, holding signs, bearing gifts, and giving hugs and kisses to their loved ones as they walked off the ship. Lincoln was finally home. But not for long.

Less than a month passed before the ship put to sea again, this time for a short ride across Puget Sound to begin yet another evolution, this time at Puget Sound Naval Shipyard (PSNS) in Bremerton, Wash.

Dry-dock Planned Incremental Availability (DPIA) 2006 began September 8 when the 98,000 ton warship was towed into Dry-dock #6 at PSNS and shipyard personnel began the tedious process of repairing, refurbishing, and upgrading the ship and her systems.

Throughout the availability, Lincoln's crew worked hard to stay on, or ahead of, schedule and to maintain a safe environment in "the yards".

As the new year begins, Lincoln remains at PSNS while the work that began in September continues, safely and on time, to ensure that the ship and crew are ready to meet the challenges that await in 2007.

BASKETBALL LEAGUE SIGN-UPS

Any teams wanting to join, must attend the noon Captain's meeting on January 10, at Faultline Flicks in the Commons on Naval Station Everett.

Sign your team up now by contacting Bill Gatlin, NAVSTA Everett's Sports Coordinator, at (425) 304-3935 or william.r.gatlin@navy.mil



Last Words



Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo By MC3 James Evans

USS Abraham Lincoln's (CVN 72) Commanding Officer, Capt. C. A. McCawley, pins captain collar devices on Abe's Executive Officer, Capt. T. E. Nosenzo.

Editor's Top 10

Signs you have had way too much coffee...

10. You manage to say every word known to man in 15 seconds.
9. When you drink water, out comes Folgers.
8. Quote Monty Python's Holy Grail line by line.
7. You call everyone "Hot Pants McGee."
6. Instead of catching a ride to Everett, you decide to swim.
5. You know Juan Valdez, he owes you a cup of coffee and \$10.
4. Been known to ramble for six days at a time.
3. You sold your first born child for some premium Columbian.
2. You have a membership at every single coffee house.
1. You grow a mustache to "savor the flavor."



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